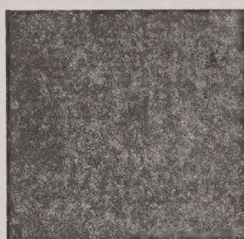


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CITY OF DIXON
GENERAL PLAN

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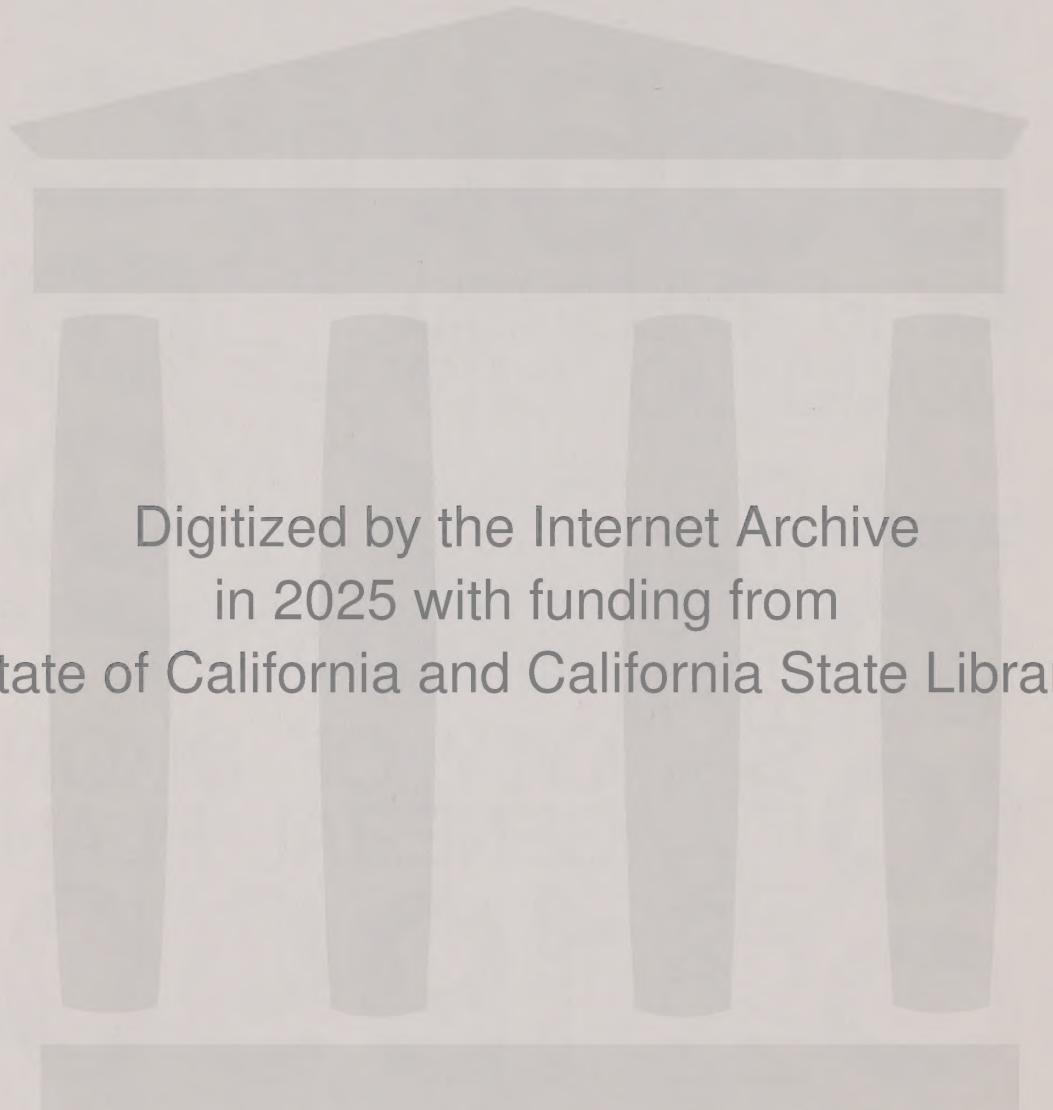
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GENERAL PLAN

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CITY OF DIXON

GENERAL PLAN, 1973-1990

Adopted

by the Dixon City Council

December 11, 1973

City planning

Dixon

HERMAN D. RUTH + ASSOCIATES

City and Regional Planning Consultants

Berkeley, California

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RESOLUTION NO. 7354

RESOLUTION ADOPTING GENERAL PLAN OF THE CITY

WHEREAS, the City of Dixon, through its Planning expert, the work of the Planning Commission, and the Citizens Ad Hoc Committees, have prepared and considered that new General Plan of the City, after due public hearing on November 20, 1973, and

WHEREAS, the Planning Commission of the City did on November 20th, by Resolution 7302, tender to the City Council its Resolution approving the General Plan, with certain modifications, and

WHEREAS, the matter was posted for Public Hearing at a regularly scheduled meeting at that Council meeting of December 11, 1973; wherein the Public was invited to voice their views, and

WHEREAS, but one party owning property within the City appeared to voice a verbal protest, to be followed by her complaints, for the record. That the Mayor thereupon closed the public hearing, and discussion took place with Mr. Rossi, Chairman of the Planning Commission, and the Council relative to the issues, and

WHEREAS, the City Council thereupon moved and motioned for approval of said General Plan:

NOW THEREFORE:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DIXON, that it approves the General Plan, and agrees with the Planning Commission as to four (4) modifications set forth in the Planning Commission's Resolution No. 7302. Specifically those four modifications are:

1: Amend the retail and office designation to transitional area as applied to that area between N. Adams Street and the Southern Pacific Railroad, including the Cargill property;

2: Delete that street shown on the proposed General Plan Map south of Morris Frames Company along the Southern Pacific Railroad tracks west of Morris Frames Company and Dixon Hardware and Lumber Company;

3: That Highway 113 be designated as part of the County-wide bike path systems; and

4: That that Southern railroad grade crossing east to west be shown on the area map at the proposed new road on that section line one mile south of West A Street near Lincoln Street as extended.

The foregoing Resolution No. 7354, "RESOLUTION ADOPTING GENERAL PLAN OF THE CITY."

was:

Introduced: December 11, 1973

Adopted: December 11, 1973

by the following vote:

AYES: Osterman, Hamel, Morris, Ary, & Stephens

NOES: None

ABSENT: None

EFFECTIVE DATE: December 11, 1973

/s/ Bea Fairfield
City Clerk

SIGNED AND APPROVED:

/s/ James M. Stephens
Mayor of the City of Dixon

CERTIFICATE OF CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF SOLANO) ss.
CITY OF DIXON)

The undersigned, being the duly qualified and acting City Clerk of the City of Dixon, does hereby certify as follows:

That the attached is a full, true, and correct copy of Resolution No. 7354, "RESOLUTION ADOPTING GENERAL PLAN OF THE CITY."

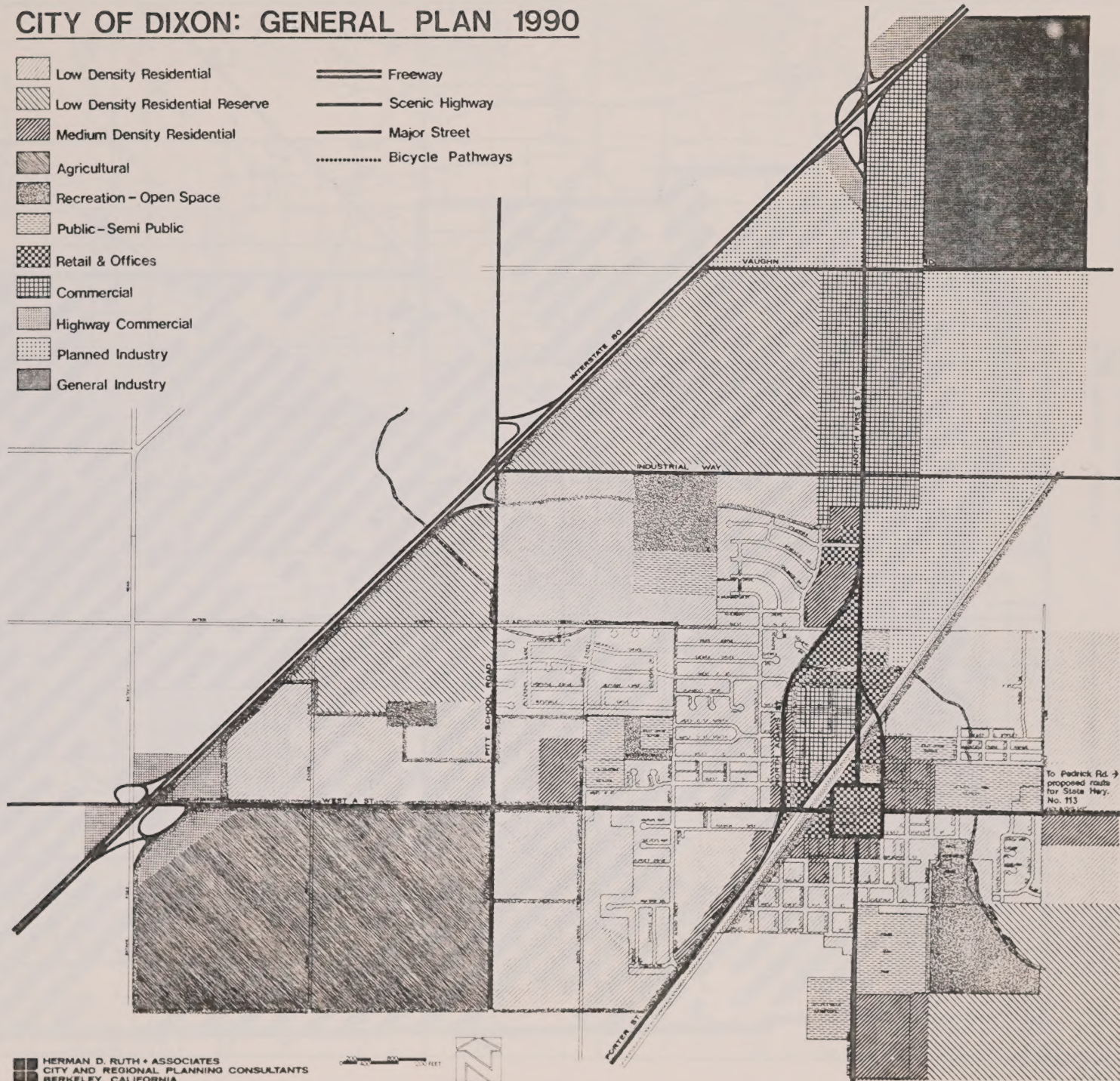
as regularly passed and adopted by the City Council of the City of Dixon on December 11, 1973, as appears of record in my office.

(SEAL)

Witness my hand and the official seal of
the City of Dixon this date:

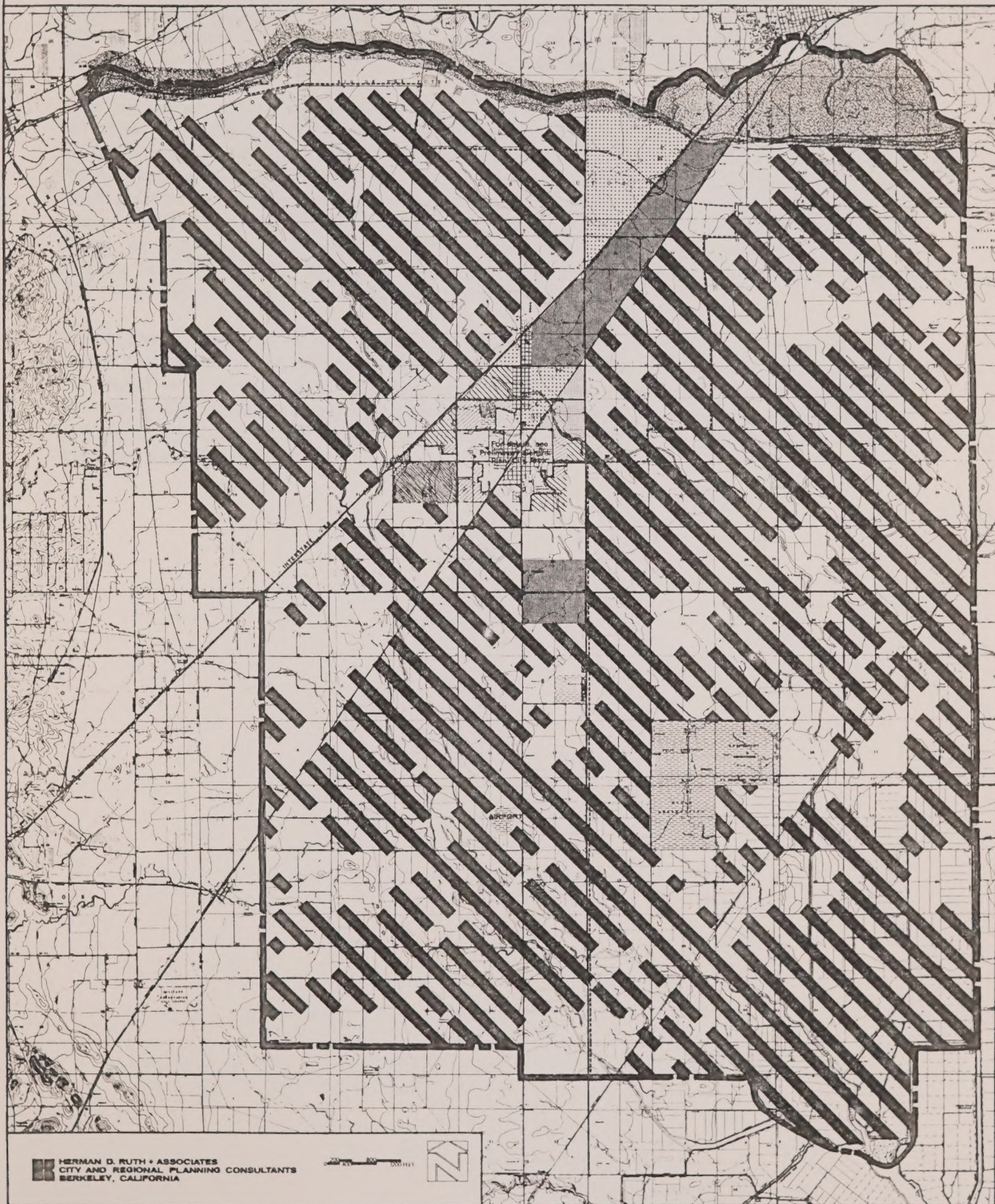
/s/ Bea Fairfield
City Clerk

CITY OF DIXON: GENERAL PLAN 1990



PLANNING AREA

CITY OF DIXON: GENERAL PLAN 1990



INTRODUCTION

The Conservation and Planning Law of the State of California requires that each city prepare and adopt a comprehensive, long-term General Plan for physical development of the City and lands outside its boundary that bear a relationship to its planning. The number of mandatory elements of a General Plan has increased recently. Currently the General Plan must include provisions for land use, circulation, housing, conservation, open space, seismic safety, general safety, and any other elements deemed necessary for the orderly physical development of the city.

The General Plan is a guide for growth and development, based on growth forecasts to 1990. It is flexible, and of necessity, general. Therefore, it must regularly be examined and up-dated to meet the changing needs of the community. The General Plan map and text are a distillation of current goals and objectives of the Dixon Citizens' Advisory Committee. The Plan consists of a series of recommendations for development based on a study of the physical, social and economic conditions of Dixon and the region in which it is located. The input of the Citizens' Advisory Committee is a key factor in the planning process.

Since the concerns of the Plan are broad, it should serve as a guide to local government in the decision making process. The City of Dixon will be faced with problems relating to growth and annexation common to developing communities and problems of changing land use, renewal and conservation common to mature cities. The General Plan is concerned with these needs.

COORDINATION AND GOVERNMENTAL RELATIONSHIPS

Planning for the City of Dixon requires recognition of the place of Dixon in the region and Solano County. The City has already grown to the point where it borders Interstate Highway 80; State Highway 113 bisects the heart of the City. These two highways and the Southern Pacific Railroad line make Dixon easily accessible to the Oakland-San Francisco and Sacramento areas. Dixon is a part of the Greater San Francisco Bay Area. However, because of its proximity it has some economic and physical dependencies on Sacramento. Dixon is also within an air pollution control district which includes Vacaville, Rio Vista and Yolo County.

The General Plan has been coordinated with planning for San Francisco Bay Area, Solano County and cities near Dixon. Several elements of the Solano County General Plan affect Dixon. These include land use, housing, residential densities, highway and county road alignments, utilities, recreation, conservation, and open space.

Dixon serves as a social, economic, financial, administrative, employment and educational center for a surrounding area approximately 100 to 180 square miles in size. It is this area that forms the Dixon Planning Area.

GOALS AND OBJECTIVES

The Citizens' Advisory Committee has developed a series of goals, objectives and specific recommendations which have been incorporated into the elements of the General Plan. At a later date many recommendations will be incorporated in the zoning and subdivision ordinances, specific plans, and capital budgets of the City and related jurisdictions. This will be a part of the Plan implementation.

Size and City Growth

1. Growth should be sufficient for the City to enjoy a comfortable level of services and facilities.
2. Population should remain below 25,000.
3. City should not expand to more than 10 square miles.

Land Use

1. Scale land use allocation to realistic growth needs.
2. Reserve class 1 and class 2 lands for agricultural use where possible.
3. Encourage heavy industry to locate or relocate southeast or notheast of Dixon. Sites for light industry should be provided within the City, south of the City and near the City sewer plant.
4. Separate conflicting commercial uses.
5. Increase land devoted to park and recreation uses to serve the new residential areas.
6. Plan and zone to prevent "leapfrogging."
7. Plan for orderly growth.

Development Control

1. Maintain the small-town atmosphere of Dixon.
2. Encourage the development of open spaces close to or within each neighborhood.

Housing

1. Provide high and low density housing.
2. Density should be the guide to residential development allowing for transfers from one area to another.

3. Provide for a variety of housing types and sizes. Both owner-occupied and rental units should be available in a range of prices.
4. Encourage Planned Unit Development.

Circulation

1. Provide railroad overpasses to replace crossings at North First Street and West A Street.
2. Provide grade level crossings at South Almond, West Broadway, West B Street pedestrian crossing, and H Street.
3. Relocate Highway 113 to Pedrick Road. Provide for an interim plan to control truck traffic until relocation can be realized.
4. Develop a system of collector streets to improve circulation.

Parks and Recreation

1. Develop a park and recreation program offering opportunities for all regardless of age, creed, color or economic status.
2. Coordinate the park and recreation program with the schools to avoid duplication of effort, time and money.
3. Design facilities to be flexible and adaptable to changing needs.
4. Improve the amenities and efficiency of recreation facilities in Dixon.

Aesthetics and the Central Business District

1. Secure the cooperation of State highway officials in order to effect beautification projects which might conflict with State highway rules and regulations.
2. Encourage control and coordination of signs, color and planting in the downtown area.
3. Encourage landscaping of parking lots, the industrial park, and the railroad right-of-way.
4. Refurbish and refurnish the downtown city park.
5. Proceed with undergrounding utilities in the Central Business District.
6. Discourage direct access to individual houses on A Street.
7. Provide and maintain planting strips on each side of A Street.
8. Draft a tree ordinance for entire City.

Public Facilities

1. Provide a new civic center site west or northwest of the railroad tracks. An alternate site might be near the present city hall.
2. Consider an alternate use for the present city hall as a community center or a cultural center.
3. Expand the library.
4. Provide swimming facilities near the Jacobs-Silveyville Schools.
5. Improve the water facilities, including increased pressure and better service and fire protection.
6. Encourage the undergrounding of utility lines.
7. Expand the sewer system to the north and west of the City.

Noise

1. Remove Highway 113 from the City.
2. Reroute truck traffic.
3. Screen the railroad tracks from the business and residential areas by planting.
4. Develop a greenbelt through the City.
5. Divert Travis Field Airport planes from approaches or take-offs over the City.

Safety

1. Provide railroad overpasses in the northeast and southwest parts of town and explore all possibilities of underpasses or depressing the level of the railroad tracks.
2. Prevent housing from developing around the proposed Main Prairie Airport.
3. Request cooperation from the State to provide improved pedestrian safety on First Street.
4. Request cooperation from the South. Pacific to provide improved pedestrian safety at all R. R. crossings.

Seismic Safety

1. Develop a program to bring all buildings up to earthquake-proof standards.
2. Provide a safe means for pedestrian access through the central business district.

DIXON GENERAL PLAN

PLAN CONCEPT

The General Plan treats Dixon as primarily a residential community with a minimum of disruption from vehicular traffic. The General Plan suggests that First Street remain the important shopping and business street in Dixon. It furthermore suggests the removal of highway traffic to Pedrick Road. Shopping, retail, commercial and civic activities are proposed to be concentrated in and around the present central business district. Expansion of the central business district will encourage the replacement or improvement of the non-conforming and deteriorating uses north of the current central business district. By improving and expanding the central business district fringe, separate, new commercial areas will be discouraged until such time as they can be supported.

The Plan recognizes the need for a larger civic center site and suggests that it anchor renewal of the central area of the City by locating west or northwest of the railroad tracks. Expanding the commercial and retail area, new offices and other retail and commercial functions may locate north of the railroad tracks. A safe and attractive shopping area could be developed in a mall. Traffic should be directed around the central business district of Dixon.

A combination of green-belts, parkways and bicycle paths will serve to connect existing and proposed park sites. They will also protect the new and existing residential areas from noises and intrusion of motor vehicles. A parkway system along the Dickson Creek and through the central business area and residential communities will continue Dixon's tradition of tree-lined walkways. These trails will serve pedestrians, bicyclists, and school children throughout the City. The greenbelt system will emphasize a park-like setting for housing. The trees will eventually add a note of vertical emphasis in the design of the City.

THE GENERAL PLAN ELEMENTS

The purpose of the General Plan is to guide the conservation and development of the community. Each element is concerned with the regulation of land use for health, welfare and safety of the public. Allocation of land is treated in the land use element of the General Plan, as well as in such components as housing, circulation and open space.

The General Plan is based on a series of reports and maps which describe the physical, social and economic conditions in Dixon and its Planning Area. Copies of the studies are on file in City Hall.

The basic data were collected and analyzed by the consultants and then studied by the Citizens' Advisory Committee and the Planning Commission. Recommendations have been incorporated into the General Plan based on recognition of existing conditions, trends in development and the goals of the community as modified after public hearings before the City of Dixon Planning Commission and the City Council.

The study reports include the following subjects:

1. Land Use and Physical Features which includes land use, zoning, geology, soils and development capability, and agricultural reserves.
2. Population and Economics which reviews population growth, composition, employment, industry and income.
3. Housing which surveys number and types of dwelling units, condition of structures, overcrowding, home ownership and rental, values, and current housing development and needs.
4. Circulation and Transportation which examines the condition and types of traffic streets and highways, traffic volumes, parking facilities, public transportation, truck routes, and routes taken by persons employed in Dixon.
5. Problems and Potentials which is concerned with the problems of the City as it attempts to protect its citizens from health and safety hazards, encroachment by incompatible land uses, traffic and dilapidation. It also recognizes some of the natural and man-made elements of the City that need enhancement, protection and conservation.
6. Public Services, Public Facilities and Special Districts analyzes the services provided for the health, safety, education and welfare of Dixon and the Planning Area by public bodies or public utilities.
7. The Central Business District is an analysis of existing conditions in the heart of Dixon and suggests ways to protect, enhance and expand the CBD area.
8. Revenues and Expenditures in Dixon explains how and where the public bodies derive their income. It explains how and where public expenditures are made to provide increasing services and capital outlays for the Dixon residents and businesses.

9. Forecasts and Projections deals with estimates for population size, housing needs, classroom needs, traffic volumes, expenditures for goods and services and land uses.
10. Alternative Plans suggests alternative development proposals for the City of Dixon and coordination with its Planning Area.

LAND USE

It is proposed that the greatest portion of land in Dixon and its immediate environs be low density residential land. Medium density housing is recommended along major streets in areas close to shopping and/or community facilities. In some areas this housing serves as a buffer for single family residential zones. However, generally its location is recommended because of proximity to shopping, medical offices and/or community facilities. Medium and high density areas are proposed adjacent to the central business district, next to retail areas north of Porter Street and adjacent to C.A. Jacobs School; along A Street southeast of the high school; and immediately south of and adjoining the fairground.

A new school should be located in the area north of H Street adjacent to a large community park. This park will serve the residential areas now developing in the northwest quadrant of the City. Present school sites and buildings should remain where they are and expanded where possible, particularly on the high school site. To accompany and complement the school recreation facilities and the City's recreational program, it is recommended that a new park be located north of A Street and west of Pitt School Road.

Four areas are recommended for residential reserve; two lie northwest of the City and two east. These areas should remain in agricultural use while lands closer to the City are annexed and developed for residential use.

Retail shopping and offices should be located in the core of the City. Two main concentrations are recommended along First Street: (1) between North Adams, North First and West F Streets and (2) southeast of the railroad tracks. General commercial use is suggested for the area between North Adams and First Street as far south as West B Street. Commercial uses would include business service, commercial recreation, hotel-motels, warehousing and related uses.

The area bounded by West F Street, the utility easement and North First Street and the railroad track is currently a transitional area. It is ready for renewal by either public or private means, or a combination of both. It offers opportunity for new activities and services to develop in the heart of Dixon. Commercial facilities near Industrial Way should be expanded southward. Commercial uses are recommended along First Street between Industrial Way and the freeway.

Highway commercial facilities are recommended around the interchange at A Street, Batavia Road, and Interstate 80. The area around the Interstate 80 interchange at First Street will be devoted to highway commercial and planned industry.

Planned industry is also suggested within the City along the railroad track between Watson and Vaughn Roads. From Vaughn Road northward, in the area currently outside the present City limits, general industry is recommended. The industrial corridor in the northeast sector of the City is to be extended to the Putah Creek Area near the County line.

A table of proposed land use allocation to 1990 in the Dixon Planning area follows.

PROPOSED LAND USES IN DIXON, 1990

	<u>Acres</u>	<u>Percent</u>
<u>Residential</u>	<u>757</u>	<u>72.9</u>
Low density (1-5 units per acre)	667	
Medium density (6-12 units per acre)	90	
Low density residential reserve		
High density	-	
<u>Retail, Office</u>	<u>78</u>	<u>7.7</u>
Retail	58	
Commercial	22	
Highway commercial	0	
<u>Industry</u>	<u>5</u>	<u>0.5</u>
Planned	5	0.5
General	0	
<u>Public & Semi-Public</u>	<u>84</u>	<u>8.1</u>
<u>Recreation & Open Space</u>	<u>94</u>	<u>9.0</u>
<u>Transportation, Communication & Utilities</u>	<u>19</u>	<u>1.8</u>
<u>Agricultural</u>	-	-
TOTALS	1,039	100.0

N.B. Acres are gross rather than net acres.

CIRCULATION

The most important change in the circulation pattern of the City of Dixon and its Planning Area is the shift of State Highway 113 to Pedrick Road, which will be improved and continued to join with Highway 12. Truck traffic heading to Rio Vista or to the areas of industrial employment within or near Dixon will use Midway Road as access to Pedrick Road. Truck traffic using Highway 113 to and from the industrial areas of Contra Costa County will then be removed from the center of Dixon. Automobile and truck traffic originating east of Dixon will use Pedrick Road to reach the industrial areas in the Dixon area.

First Street will become the most important collector street in the City, with restricted access into the central business district from its intersection with Industrial Way-extended. Industrial Way will become a new collector street, connecting with Pedrick Road and with Interstate 80 at Pitt School Road. Major east-west traffic will travel on A Street. Traffic will continue to be diverted around the central business district on Adams Street and a new street paralleling the railroad between North First and West A Street. Second Street will be extended north over the railroad tracks on an overpass to meet with North First Street, so as to ease circulation around the retail area and collect traffic emanating in the residential and high school area.

It is recommended that a grade crossing be constructed over the railroad tracks at the point where south Almond meets Porter Street. A new street is proposed, possibly north of the cemetery to connect this crossing with First Street.

Major streets would then be:

1. First Street
2. A Street
3. Adams Street-Porter Road
4. Pitt School Road
5. A new east-west road south of Dixon between A Street and Midway Roads to connect to and pass over the railroad tracks in the vicinity of Pitt School Road and Porter.
6. Vaughn Road.

Over-crossings would then be located:

1. North Second Street
2. Pitt School Road
3. Industrial Way

A system of bicycle paths through the City is recommended along linear parkways and easements. This system of bicycle paths should be coordinated with one being developed in the County with the cooperation of the State Department of Transportation. There is currently a joint effort by the State and some County offices to develop a safe system of bicycle paths that will parallel state highways and County routes to allow for transportation between cities. Design standards to insure a measure of safety are

also being developed. Bikeway paths in the City should be developed so that they may be linked to frontage roads along Interstate 80, and on the east side of Pedrick Road to connect with proposed bicycle paths crossing Interstate 80 near Davis. A bicycle route along Pedrick Road would also allow for connections to the Putah Creek open space reserve.

HOUSING

The major portion of residential land use in and around Dixon will be devoted to single-family, low density housing. Dixon has traditionally been the housing center for the entire Planning Area. Within the City public facilities and services are most available. These amenities attract housing.

Three major residential categories are delineated in the General Plan. They are low density residences, low density residential reserve, and medium density residences. Lands assigned one of the two residential categories are designated for development prior to the reserve areas. In establishing these priorities for development, the City will be able to better coordinate development programs and expenditures for streets, utilities, open space and community facilities. The areas of residential development are listed below:

1. Low density residential (1 to 5 units per acre).
 - a. An area east of I-80, south of D Street extended, west to Pitt School Road, and north of West A Street.
 - b. An area east of Pitt School Road, south of Industrial Road extended, west of Newgate Avenue and Adams Street and north of A Street.
 - c. An area east of the railroad tracks, south of H Street extended, west of Doyle Lane, and north of East Dixon School.
 - d. An area south of West A Street between Pitt School Road and Porter Street.
 - e. An area south of East A Street, bounded by South First Street on the west, Doyle Lane extended on the east, and the city limits on the south.
2. Low density reserve.
 - a. An area east of I-80, south of Vaughn Road, west of the highway commercial area bordering North First Street, and north of Industrial Way extended.
 - b. An area east of I-80, west of Pitt School Road, and north of D Street extended.
 - c. An area south of East Mayes Street extended, and east of the city limits.
3. Medium density (6-12 units per acre).
 - a. An area just north of shopping area at Stratford Avenue.

- b. An area south of Stratford Avenue, west of Adams Street, north of H Street, and east of Newgate Avenue.
- c. Approximately 20 acres west of C. A. Jacobs School and north of West A Street.
- d. Area half a block deep east of Adams Street, between E Street and West C Street.
- e. An area half a block deep, along Porter Street between Marvin Way and Almond Street.
- f. An area along Broadway, between the railroad tracks and Second Street.
- g. An area south of East A Street, just east of the city limits.
- h. An area south of East D Street, east of Second Street, north of West A Street, and west of the public schools.
- i. Area immediately south of and adjacent to Fairgrounds on South First Street.

A housing market analysis will be needed to determine the amount, price range, and types of housing suitable for Dixon. Much of the demand will be dependent upon the job market and housing finance programs. A housing program must include dwelling units for purchase and for rental. The program must take in single family and multiple family units such as duplexes and apartments. Additionally, there should be provision for mobile home parks.

The City of Dixon currently provides land for migrant worker housing operated by the Dixon Housing Authority on a year-to-year basis. The City has encouraged housing rehabilitation to retain moderate priced housing.

Special consideration should be given to the housing needs of the elderly and young people. Both groups need small units, located close to shops and services. In many ways, their needs are similar (for example - units requiring little private yard space). In other ways they may differ (for example - need for quiet). Both groups need housing suitable for a range of incomes.

The Plan permits planned unit developments. These developments will incorporate a variety of dwelling unit sizes at different rental and sales levels. Planned unit developments can also provide amenities needed by the residents, such as tot lots, swimming pools, and other recreational facilities.

Density levels in Dixon are expected to remain at approximately the existing average of 3.26 households per acre. Three ranges of density are proposed for Dixon. Low density residential falls within a range of one to five units per acre, medium density residences range between six and twelve units per acre. High densities in the range of 13 to 20 dwelling units per acre, are proposed for older sections of the City adjacent to the

central business district. Dixon should offer a variety of housing types ranging from large single family houses to apartments and trailer courts, which would accommodate small household units.

Further study and planning will be needed to upgrade the aging house stock found around the central areas of the City. Condemnation of substandard housing and redevelopment may be required. The housing program must be closely coordinated with the program for utilities and such public facilities as schools, parks, open space, and utilities. Environmental considerations must also take into account the social and economic needs of Dixon residents.

RECREATION AND OPEN SPACE

The most innovative feature of the General Plan is the development of parkways, greenbelts, and linear parks that will connect the residential neighborhoods with schools, parks and community facilities. Linear parks will also act as buffers to protect residential areas from highway and railroad noise. A 100-foot-wide linear park paralleling Interstate 80 will provide a green, protective border along the northwestern side of Dixon. It will enhance the view of Dixon from the freeway, while providing recreational space for the City's residents. A linear park will extend along West A Street from the highway interchange to Lincoln Street. This stretch of West A Street will be designated a scenic highway. The linear park planting will protect residential neighborhoods and will provide an attractive entrance into the City. It will emphasize the design quality of the community.

A second 100-foot-wide linear park along the railroad track will provide recreation space to the older sector of Dixon located in the southeast quadrant.

A proposed park south of Industrial Way extended will bring much needed open space in Dixon's fast-growing northwest residential area. In addition, a swimming pool and other recreational facilities to be located at a new school will relieve congestion at Memorial Park. West of Pitt School Road and north of West A Street, another neighborhood park is recommended. Parks should include facilities for pre-school children.

It has been suggested that the Dickson Creek and the PG&E right-of-way be connected by a greenbelt which will provide facilities for pedestrians, bicyclists, and equestrians. This greenbelt will link up with the Putah Creek open space area north of the freeway. Land should be reserved in developing neighborhoods so that the greenbelt forms a continuous pathway through Dixon, offering protection from automobile and truck traffic. The pathway system should be connected wherever possible with the open space facilities of the County that are proposed to the north and southeast of the City. The pathway system can easily be coordinated with any system developed by a neighboring community or the County.

In June, 1973, the County Local Agencies Formation Commission approved a large greenbelt or open space area northeast of the intersection of Midway Road, Interstate 80 and Lewis Road. This area should be clearly delineated and officially acknowledged by the City of Vacaville and the County Board of Supervisors. This area is currently in agricultural use. Should the use be changed as a result of ownership change, the use should continue in predominantly open space, such as a public or private park or recreation facility. The open space clearly separates the two urban centers. Similarly, the Putah Creek Reserve area serves to effectively distinguish the Dixon area from Davis.

CONSERVATION

It is recommended that the City of Dixon coordinate preservation of natural resources wherever possible with the efforts of the County, the Bay Area Governments, and the State of California. It will continue to make every effort to protect its present water supply from contamination by improvement and expansion of sewer facilities. It will make every effort to prevent contamination of Dickson Creek and other small waterways running through and around the City. Solid waste disposal will be permitted in such a manner as not to endanger the public health. Scenic areas and roadways throughout the planning area will be enhanced and protected. To assure this, Dickson Creek and tributaries will be cleaned and kept free from contamination and dumping. The pathway-parkway system through and around the City will retain as much of the existing orchards and plantings as possible. Studies should be made to provide bikeways on present city streets.

Land appropriate for agriculture will be reserved for that purpose wherever possible. The City will cooperate with the flood control district to avoid the overflow and flooding of sloughs and creeks. A drainage district should be formed or special funding should be sought with cooperation from the County to solve the flooding problem at the extreme west end of the City limits in the vicinity of Pitt School and Evans Roads.

SAFETY

The route of Highway 113 through the central City is a hazard for pedestrians. The City should insist that the State cooperate with the City to provide better pedestrian crossings - particularly at schools - and additional signs to relieve the problem.

The railroad, which bisects the City, is a major hazard and impedes the flow of traffic and pedestrian movement through the community. In cooperation with the beautification program, chain link fencing should be installed along the railroad right-of-way, with pedestrian traffic directed to designated crossings. Railroad overpasses should be constructed at Industrial Road extended, at Second Street (where the road will extend northward toward First Street), and at South Almond Street (which will be extended eastward). A pedestrian overpass at the B Street crossing should be provided.

The water supply and pressure needed for fighting fires in the City of Dixon as well as in the fire district will be made known. Pressures will be kept up to safety standards at all times.

SEISMIC SAFETY

The Dixon area has little recorded seismic history. Few, if any, earthquakes have occurred in the vicinity, although the Winters and Vacaville quake of 1892 was judged "strong." The California Division of Mines and Geology indicates that there is an old, inactive fault zone in the vicinity. This is the "Midland Fault Zone" running roughly north-south one and a half miles west of Dixon. Since the zone is considered inactive, it is judged that the threat of damaging disturbance is remote. However, it is recommended that all buildings, particularly those housing public uses or large numbers of users be revised to meet the seismic safety standards. In addition, any building over the known fault line will be discouraged.

NOISE

As Dixon and its neighboring cities have developed, the level of noise from trains, motor vehicles and planes has increased. It is recommended therefore, that every effort be made to reroute flight patterns for jet aircraft away from Dixon. Residential, institutional, and educational facilities must be shielded from high noise levels. Some of this shielding may be done by park strips, plantings and mounds. Some noise reduction will require the construction of soundproof walls or other shields. Finally, through traffic must be directed away from First Street. This will be done by rerouting State Highway 113 to Pedrick Road and using roads around the City for through traffic.

A noise ordinance should be passed.

All motor vehicles, particularly trucks and motorcycles, should be required to have mufflers to reduce noise levels within permitted limits. The State Motor Vehicle Code, Section 23130A, sets acceptable levels of noise emission by motor vehicles. Section 27160 requires a continual reduction in the level of noise permitted, to the year 1987. New noise testing equipment is improving deletion of code violators. At present the California Highway Patrol is able to carry on a limited program of enforcement. However, there are opportunities for cooperation which could improve enforcement. State highway officials should be acquainted with the problem of noise created by the through truck traffic.

Nuisance-producing industry will be permitted only where it does not intrude on residences, institutions and businesses.

SCENIC HIGHWAYS

It is recommended that West A Street be developed as a scenic highway from the interchange with I-80 eastward to Lincoln Street. This street will have limited access. Orientation of all housing units should be away from the street. Visitor parking should take place within the neighborhoods. Heavy planting and landscaping is recommended on both sides of this major street to protect the residential and agricultural land uses bordering the street. This treatment will emphasize the residential nature of the community and present a handsome entrance into the heart of Dixon. The scenic highway could include a bicycle path as well as a pedestrian walkway. A 100-foot right-of-way should be planned and zoned to accommodate this scenic route.

PUBLIC FACILITIES

A new civic center is suggested at West B and Jefferson Streets. Alternative sites could be in the block directly north of the present city hall or north of the railroad tracks and east of North First Street. This center could house the expanding governmental needs of the City, County, and related agencies. This relocation would encourage private renewal and development efforts to improve First Street.

West of the railroad tracks and north of B Street, a site for a possible museum, city offices or cultural center is suggested. This facility would complement the historic church at B and Jefferson Streets. There is a need to expand the present library to include a history room and an area for senior citizens.

A site for an airport is designated at Maine Prairie. It will serve Dixon and the Planning Area.

Expansion and improvement of all utilities is recommended to provide power, gas, water and sewer facilities for the growing residential and industrial development in and around Dixon.

IMPLEMENTING THE PLAN

A General Plan is a statement of City policy on future land uses. By itself the General Plan does little to achieve its goals. To realize proposals stated in the Plan, the City must take steps to effectuate the various plan elements. To be useful, the General Plan must be a policy guide which is consciously supported by specific City actions.

There are various studies, reports, and administrative procedures which must be undertaken by the City or other appropriate agents to carry out the General Plan program for the City of Dixon.

Through the use of programs offering subsidies or financial assistance such as block grants and community development funds, effectuation of portions of the General Plan can become a reality. Certain programs may be most helpful in the execution of a Plan. Some federal aid has already been made available to the City through revenue sharing and used for improvement of recreation facilities. Future grants and loans may be used for the extension of sewer and water lines, open space acquisition and housing rehabilitation. It is possible that new programs will be made available through the federal and state government which will assist the community in such programs as code enforcement and housing.

Among the specific programs and ordinances that may be undertaken to carry out the General Plan are the following:

Capital Improvement Program. Capital improvements are the major public expenditures necessary to implement the General Plan. The City undertakes a capital improvement program annually as a part of its overall budget. The annual expenditures are based on a longer range improvement plan, using, for example, 5-year increments through the year 1990. Potential sources of revenues needed to finance the expenditures are also identified.

Plan Review and Amendments. It is recommended that the General Plan be reviewed annually, at which time possible amendments may be considered. Goals and objectives, land uses, population and economic development projections change. Revision of the Plan is necessary to reflect such changes.

Precise Plans. As the City grows, it would be advantageous for the City to develop precise plans for areas of specific interest. This includes the central business district, the proposed industrial district, and proposed new parks in the City. The precision of such plans depends on the goals and objectives of the City and on the degree of control the City wishes to impose on developers.

Zoning Ordinance

The zoning ordinance establishes the standards and regulations which govern the development of private property. It is the single most important means for effectuating the General Plan. The ordinance states what uses are permitted within a given zone and what development standards

apply to those uses. The zoning map applies the ordinance to each parcel of land in the City. The zoning ordinance must be reexamined to make sure that it will achieve the goals expressed in the General Plan. By density, use, design, site treatment, and open space requirements, the zoning ordinance becomes an important tool in carrying out the General Plan of Dixon.

The zoning ordinance may allow development to occur in a more concentrated manner close in to the City and require that other areas be less dense. A procedure for density transfers and provisions for common open space and mixed housing types may be developed through the zoning ordinance.

Commercial uses have varying locational, traffic access and parking needs. The zoning ordinance may permit the businesses in the central business district to pool their parking needs into common parking lots. This will permit the pedestrian to move about without interference and allow him to easily reach shops and offices in close proximity. Zoning regulations may also allow larger buildings when a building provides arcades, plazas and covered walks.

Such uses as supermarkets, building suppliers, and drive-in food stands require special parking and location considerations that may be regulated by zoning. A new zone district may clarify land use problems as well as provisions for parking, landscaping and lot coverage.

Planned Unit Development

Planned unit development will allow flexibility in development standards to the benefit of the City, the future residents, and the developer. It is to be encouraged wherever possible in the ordinance. It is a way of achieving a variety of housing types and providing amenities and community facilities. A developer may agree to provide common swimming pools, tennis courts, tot lots or similar facilities, and he may plan for a greater income mix in his units. In return, ordinance guidelines may grant the developer greater flexibility in dwelling unit density.

The planned unit development ordinance sets minimum development standards. It encourages initiative and innovation by the developer through a system of "trade-offs." A developer who provides additional facilities and diversifies the income mix of residents may be permitted, for example, an increase in the number of lots, a reduction of streets, or more dwelling units.

Circulation

The City of Dixon General Plan and the General Plan of Solano County are in accord on the relocation of Highway 113. Cooperation and coordination are required by the City, County, and State Department of Transportation to effect relocation. The relocation project must be included in the state highway improvement budget. As an interim measure, improvement of Pedrick Road should be effected as soon as possible to help relieve central business district truck traffic.

Grade crossings and railroad overpasses proposed to improve circulation must be approved by the Public Utilities Commission. Some funding for these projects may be available through the state and federal governments.

Subdivision Ordinance

The subdivision ordinance governs the division of land into lots and blocks. It establishes engineering and design standards with which the subdivider must comply. It requires the construction of certain public facilities as part of the subdivision process. In this way, the City of Dixon will be able to review proposed design of an area and insure that certain amenities are made available, such as sidewalks, pathways, bicycle paths, open space buffers and a separation of uses. In addition, it is a means of achieving open space for parks, recreation and other facilities by the reservation or dedication of land.

Park Dedication Ordinance

The park dedication ordinance is a relatively new technique to acquire park and open space. It is already being used in Dixon. The ordinance requires the subdivider to dedicate land for a park or donate fees for purchase of land to serve the area nearby. Basically, the ordinance supplements funds for land acquisition. Other sources may be needed to finance development of facilities.

Codes and Ordinances

In order to upgrade the central areas of the City, the City of Dixon should examine its existing codes and ordinances and provide for continual and regular inspection and enforcement. Building codes, fire codes, plumbing and electrical codes are effective devices for preserving the sound condition of existing buildings and insuring high standards in new construction. A housing code is used to insure minimum standards for the maintenance of all existing buildings. When it is effectively enforced, it prevents deterioration of the City's housing stock. It helps bring up to a safe level existing buildings that have not deteriorated to the point where demolition is the only cure.

Early indicators of an area's decline are typified by such code violations as bootleg building additions, conversion of garages to rooms without the replacement of car storage facilities, construction of businesses in residential areas, dumping, general building disrepair and elimination of landscaping. The adoption of codes with higher standards than those required by the state may be a means for the City of Dixon to prevent decay and deterioration of its housing stock.

City Beautification

The City of Dixon has encouraged the planting of trees and landscaping to beautify the City and provide shade and relief through the hot summer

months. As some of the newer sections of the City have been built up, there has been a minimum of landscaping, which threatens the beauty of the new neighborhood. In order to maintain the City's desirable environment, it is recommended that programs for tree planting and landscaping be encouraged by the residents and developers. It is suggested that there be a concerted effort by business and industry, as well as home owners, to plant trees and landscape the premises. It is also suggested that chain link fences and outdoor storage of recreation vehicles be eliminated in residential sections. An area within the City should be provided for this storage, however.

Annexations

The City of Dixon should continuously review annexation of certain areas to determine logical boundaries. This type of program will allow the City to control development so that services may be provided in an orderly manner. It will also eliminate any duplication of urban services. The City may provide for the rezoning of areas considered for annexation.

Coordination with Other Agencies

The City of Dixon is a part of a large metropolitan area and is served by a multitude of special districts, utilities and governments. Efforts must be made continuously to coordinate, facilitate and equalize the levels of service at the lowest possible cost. Some improvement projects may be jointly financed by two or more agencies. The necessary planning and scheduling of these improvements must be in general harmony with the General Plan and the capital improvements program. To insure coordination, a system of referrals and periodic joint meetings should be undertaken with the affected agencies. Copies of Dixon's General Plan should be given to all the affected agencies, so that the maximum cooperation and coordination of the decision-making process may be realized. The use of the Environmental Impact Statement provides additional assurance that public agency and private development projects will give the City of Dixon opportunity to determine probable impact on the General Plan.

Continuing Planning Program and Citizen Participation

An active, continuing planning program is of primary importance as an instrument for Plan implementation. This includes the reevaluation of the Plan. Revisions may be necessary periodically, supported by studies to update background information. A review of the General Plan by citizens' groups, the Planning Commission and the City Council should be held every three years, so as to insure the Plan's validity as an up-to-date document.

SUMMARY OF OBJECTIVES, ACTIONS AND AGENCIES

The following section presents a summary of the actions needed to implement the General Plan objectives. It also suggests the governments or other groups which might undertake the action. The summary suggests the particular importance of a capital improvements program, a zoning ordinance and subdivision regulations. Many recommendations may be carried out informally by business and civic groups. This is within the Dixon tradition of community pride and concern. However, more costly projects will require financing by bond issues, grants or special assessments, or the commitment of general and special revenue-sharing monies by the City of Dixon.

SUMMARY OF ACTIONS - LAND USE AND DEVELOPMENT

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Allocate land use for realistic growth needs.	Use zoning ordinance to follow General Plan. Reserve land in agriculture or open space until orderly development can take place.	City and County
Growth should be sufficient to enjoy a comfortable level of services and facilities.	Use zoning and subdivision ordinances supplemented with a capital improvement program to coordinate growth and new services.	City Board of Education Special Districts
Reserve class 1 and class 2 land for agricultural use where possible.	Use zoning ordinance.	City or County
Encourage heavy industry to locate south or west of Dixon.	Use zoning ordinance.	City or County
Separate conflicting commercial uses.	Use zoning ordinance.	City
Scale land allocation to realistic growth needs.	Use general plan and zoning ordinance to allocate amount of land needed.	Planning Commission City
Maintain small town atmosphere.	Architectural control. Use zoning ordinance for low density residential and commercial development.	City

SUMMARY OF ACTIONS - LAND USE AND DEVELOPMENT

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Encourage open spaces close to or within each neighborhood.	Use subdivision ordinance and zoning ordinance to reserve land.	City
	Use park dedication fees to acquire land.	

SUMMARY OF ACTIONS - HOUSING

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Provide high and low density housing.	Revise zoning ordinance to permit this provision.	City
Use density as a guide to residential development, allowing density transfers from one area to another.	Use zoning ordinance to set density standards and development requirements.	City
Provide for a variety of housing types, sizes and ownership.	Use zoning and subdivision ordinances to allow different types of housing on different size lots. Encourage use of PUD.	City
Encourage planned unit development (PUD).	Use zoning ordinance. Encourage development by allowing certain "trade-offs" with developer.	City

SUMMARY OF ACTIONS - CIRCULATION

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Provide for overpasses.	Seek state highway monies for overpasses.	City and County State
Provide grade level crossings.	Seek state approval for crossings.	City, County State Public Utilities Commission
Improve traffic circulation by a system of collector streets.	Use General Plan, capital improvements budget.	City and County
Relocate Highway 113.	Use General Plan, seek cooperation of County and state to include change in highway program.	City, County State
Relieve problem of Highway 113 until permanent solution can be realized.	Study alternate truck routes--improve County roads for interim use. Improve crosswalks--signing, school crossings--in central business district.	City, County State

SUMMARY OF ACTIONS - PARKS AND RECREATION

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Develop a park and recreation program.	Use General Plan and capital improvements program to designate and acquire sites. Coordinate facilities with Board of Education.	City Board of Education
Coordinate park and recreation program with schools to avoid duplication.	Develop cooperation agreements.	City Dixon Unified School District County
Design facilities to be flexible and adaptable.	Use General Plan to reserve adequate sites. Use Capital Improvement Plan (CIP) to acquire sites large enough to permit use flexibility and changes.	City
Improve amenities and efficiency of recreation facilities.	Use capital improvement budget to reserve funds for amenities. Develop adequate operating budget to meet needs of facility users. Use general and special revenue sharing funds.	City

SUMMARY OF ACTIONS - CENTRAL BUSINESS DISTRICT AND AESTHETICS

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Encourage control of signs, color and planting in Central Business District (CBD).	Use zoning ordinance to require planting, control signs, overhangs, etc. Seek Chamber of Commerce leadership in achieving color coordination.	City Chamber of Commerce
Encourage landscaping of parking lots, industrial park and railroad right-of-way.	Use zoning ordinance to require planting. Seek cooperation of railroad to continue planting they have done in other parts of state.	City
Downtown city park should be re-furnished and refurbished.	Use capital improvement program to improve park. Use general and special revenue-sharing funds.	City
Discourage direct access to houses on A Street.	Use subdivision ordinance to orient residential lots away from street. Use scenic highway standards for street improvements.	City

SUMMARY OF ACTIONS - PUBLIC FACILITIES

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Improve water service.	Increase sources of water supply and pressure in water lines.	California Water Company, City or public utility district.
Underground utility lines.	Use subdivision ordinance.	City
Expand sewer system to the north and west of Dixon.	Use capital improvement program and/or special improvement districts.	City

SUMMARY OF ACTIONS - PUBLIC FACILITIES

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Provide a new civic center site.	Use General Plan to designate site. Use capital improvement plan to acquire and construct facility. Consider sale of present facility to offset costs.	City and County
Consider alternate use of present city hall.	Use general plan in suggesting a cultural center and/or museum.	City
Expand library.	The Dixon Library Board must include land acquisition cost and construction in capital improvements budget.	Dixon Library Board
Provide swimming facilities near Jacobs and Selveyville Schools.	Use General Plan to allocate land. Use capital improvements budget to provide for land acquisition and construction.	City

SUMMARY OF ACTIONS - AESTHETICS AND CENTRAL BUSINESS DISTRICT

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Provide and maintain planting strips on A Street. Commercial tree planting and business access plan for North First Street.	Provide for initial costs in capital improvements budget. Include maintenance in operating budget. Set scenic highway standards in zoning and subdivision ordinances.	City
Provide additional planters, benches, etc., crosswalks and diagonal parking on First Street.	Cooperative program among central business district landowners, businessmen, City. Explore Federal or State fund programs. Create special assessment district.	City, Federal Government

SUMMARY OF ACTIONS - NOISE

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Remove Highway 113 from the City.	Petition County Commissioners and State Division on Highways to designate Pedrick Road as Highway 113.	City, County State Division of Highways
Reroute truck traffic.	By ordinance, signs and new collector streets restrict truck traffic from entering the CBD on First Street.	City and County
Screen the railroad tracks from business and residential areas.	Persuade railroad to plant areas adjacent to tracks. Require by zoning that developed properties abutting tracks landscape adjacent strip.	City and Southern Pacific Railroad
Develop a greenbelt system throughout the City.	Allocate land through the General Plan. Acquire land by subdivision regulations and capital improvement plan.	City
Divert airplanes to Travis Field from flights over City.	Seek cooperation of U. S. Air Force.	City and County

SUMMARY OF ACTIONS - SAFETY

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Provide overpasses over railroad tracks.	Use program and funds now provided by State Highway Division.	State Division of Highways
Prevent housing construction around proposed Main Prairie Airport.	Use zoning ordinance.	City and County

SUMMARY OF ACTIONS - SEISMIC SAFETY

OBJECTIVE	ACTION	GOVERNMENTS AND AGENCIES INVOLVED
Develop program to bring buildings up to earthquake-proof standards.	Use building code.	City
Provide safe pedestrian access through the CBD.	Construct overpasses.	City and State Division of Highways

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